*Texas Department of Transportation*

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

COLLIN COUNTY

# DESIGN SCHEMATIC

## US 75
## FROM TELEPHONE ROAD (CR 275) TO COUNTY LINE ROAD (CR 375) GRAYSON COUNTY LINE
## PROJECT LENGTH = 10.29 MILES

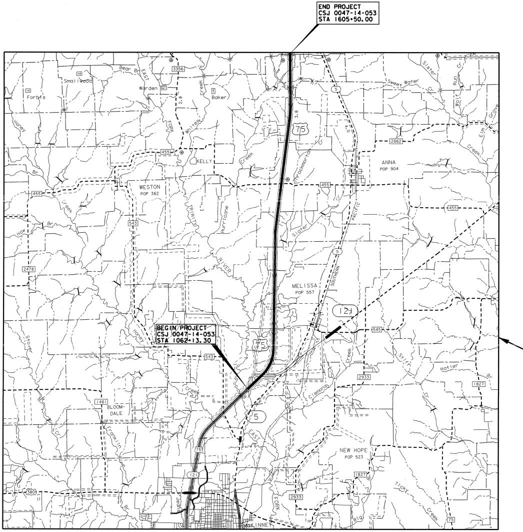
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

DESIGN SPEED: 70 MPH MAIN LANES
50 MPH RAMPS
50 MPH FRONTAGE ROADS
45 MPH SH 121
30 MPH COLLECTOR ROADS

FUNCTIONAL CLASS: RURAL FREEWAY
ROLL 9 OF 9

SCALE 1"=200'H, 1"=20'V

APRIL 2008


END PROJECT
CSJ 0047-14-053
STA 1605+50.00
BEGIN PROJECT
CSJ 0047-14-053
STA 1062+13.30
Forbis
Smallwood
Warden
Baker
KELLY
WESTON
POP 362
ANNA
POP 904
MELISSA
POP 557
BLOOM-
DALE
NEW HOPE
POP 523
MCKINNEY
Jedns
75
5
121
455
543
545
2478
2862
2933
1461
1827
3356
380
TRINITY
RIVER
EAST FORK
Hurricane
Throckmorton Cr.
Slater Cr.
Sweet Water
Wolf Run Cr.
Elm Grove
Honey
Stover
Franklin
Clemons
Stiff
Hatler
Ticky Creek
Big
SOUTHERN PACIFIC
Bear Br.
Whitest Creek
3.8
4.0
2.8

**VICINITY MAP**
NTS

HUITT-ZOLLARS
Huitt-Zollars, Inc. Dallas
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED BY
DAVID ALAN NUFER, P.E. 68818

DAVID ALAN NUFER
68818
4-24-08

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PROFSB, 078901PROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADESB, 078901PROF.DGN, 1-43,45-63
PROFNB, 078901PROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADENB, 078901PROF.DGN, 1-43,45-62
BORDER, 078901BDR2.DGN, 1-5,21,23,63

*no ref logical*, *no ref name*, *no ref levels*
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PRF ROTATION=0.000000
F:\TBL\HWY5000.TBL

I:\proj\03078901\dgn\078901TDT09.DGN
Tue Aug 19 14:20:47 2008
\\HZDALLAS2\DISK0\PLOTTING\400B-18\078901tdt09.prf
ktooley
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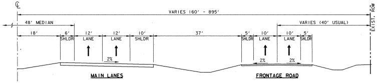
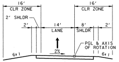
|  | MAIN ROAD |
|---|---|
| DESIGN SPEED<br>FUNCTIONAL CLASS | 70 MPH<br>PRINCIPAL ARTERIAL |
| DESIGN SPEED<br>FUNCTIONAL CLASS | 50 MPH<br>FRONTAGE ROAD |
| DESIGN SPEED<br>FUNCTIONAL CLASS | 30 MPH<br>COLLECTOR ROAD |
| AVERAGE DAILY TRAFFIC<br>PRESENT (2008)<br>DESIGN (2030) | <br>51,100<br>78,300 |

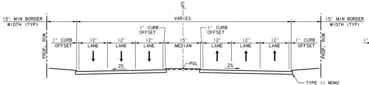
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION,
TRANSPORTATION, PLANNING AND
PROGRAMMING DIVISION.


℄
VARIES 160' - 895'
EXIST. ROW
48' MEDIAN
VARIES (40' USUAL)
18'
6' SHLDR
12' LANE
12' LANE
10' SHLDR
37'
5' SHLDR
10' LANE
10' LANE
5' SHLDR
2%
2%
2%
MAIN LANES
FRONTAGE ROAD

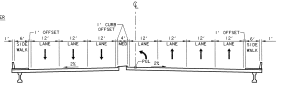
EXISTING US 75 TYPICAL HALF SECTION


16' CLR ZONE
16' CLR ZONE
2' SHLDR
14' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
6:1
2%
6:1

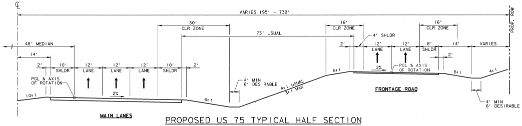
PROP RAMP TYPICAL SECTION


℄
15' MIN BORDER WIDTH (TYP)
VARIES
15' MIN BORDER WIDTH (TYP)
PROP. ROW
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
15' MEDIAN
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
PROP. ROW
2%
PGL
2%
TYPE II MONO CURB (TYP)

PROPOSED CROSS STREET TYPICAL SECTION

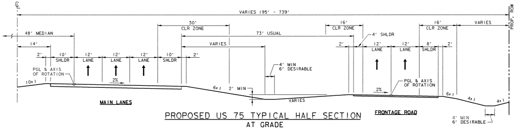

℄
1' CURB OFFSET
1' OFFSET
1' OFFSET
1'
6' SIDE WALK
12' LANE
12' LANE
12' LANE
4' MED
12' LANE
12' LANE
12' LANE
12' LANE
6' SIDE WALK
1'
2%
PGL
2%

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION


℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
14'
VARIES
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
4' MIN 6' DESIRABLE
4:1 USUAL 3:1 MAX
6:1
2%
PGL & AXIS OF ROTATION
6:1
4:1
FRONTAGE ROAD
4' MIN 6' DESIRABLE
MAIN LANES

PROPOSED US 75 TYPICAL HALF SECTION

FRONTAGE ROAD HIGHER THAN MAINLANES

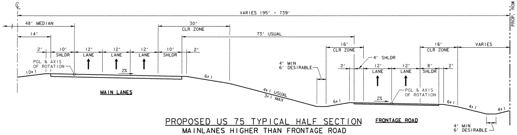

℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
14'
VARIES
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
2' MIN
VARIES
2%
PGL & AXIS OF ROTATION
6:1
4:1
4:1
MAIN LANES
FRONTAGE ROAD
4' MIN 6' DESIRABLE

PROPOSED US 75 TYPICAL HALF SECTION

AT GRADE

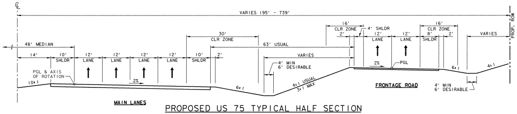
NOTE

EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THE DRIVEWAY WILL BE A SAFETY ISSUE AND/ OR VIOLATES THE CURRENT CONTROLLED ACCESS REQUIREMENTS.


℄
VARIES 195' - 739'
PROP. ROW
48' MEDIAN
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
6:1
2%
PGL & AXIS OF ROTATION
6:1
4:1
4:1
MAIN LANES
FRONTAGE ROAD
4' MIN 6' DESIRABLE

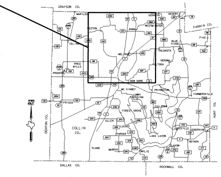
PROPOSED US 75 TYPICAL HALF SECTION

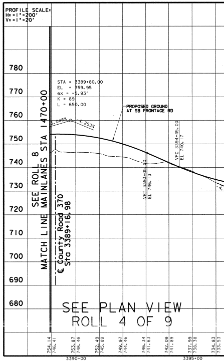
MAINLANES HIGHER THAN FRONTAGE ROAD

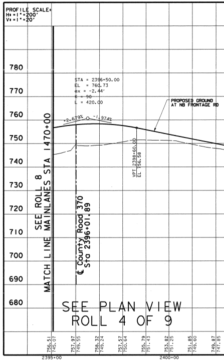

℄
VARIES 195' - 739'
PROP. ROW
16' CLR ZONE
16' CLR ZONE
30' CLR ZONE
63' USUAL
2'
4' SHLDR
12' LANE
12' LANE
8' SHLDR
2'
VARIES
48' MEDIAN
VARIES
14'
10' SHLDR
12' LANE
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
2%
PGL
6:1
4:1
MAIN LANES
FRONTAGE ROAD
4' MIN 6' DESIRABLE

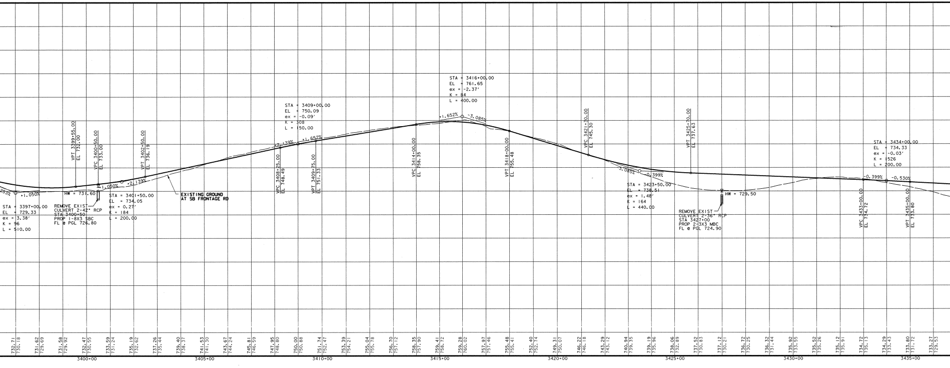
PROPOSED US 75 TYPICAL HALF SECTION

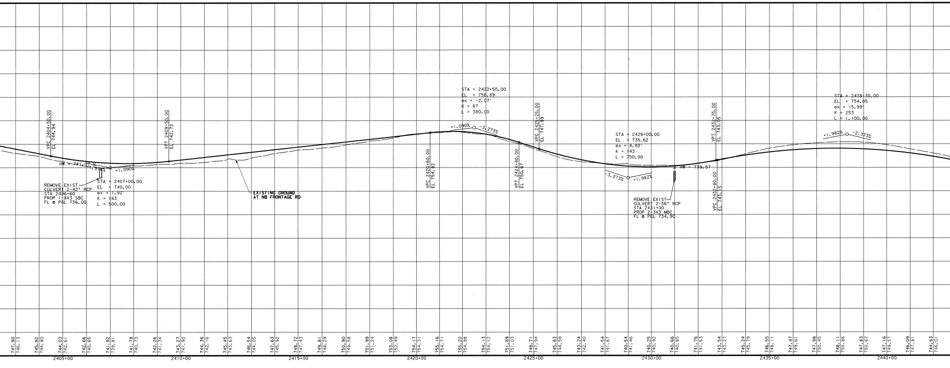
WITH AUXILIARY LANE

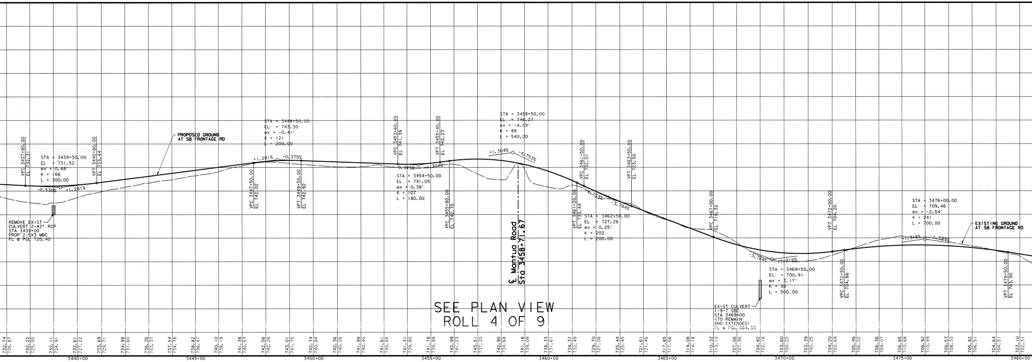

GRAYSON CO.
FANNIN CO.
DENTON CO.
COLLIN CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.
N
CELINA
PROSPER
FRISCO
WESTON
ANNA
WESTMINSTER
MELISSA
BLUE RIDGE
ALTOGA
NEW HOPE
MC KINNEY
PRINCETON
FARMERSVILLE
LOWRY CROSSING
ALLEN
PLANO
LUCAS
PARKER
MURPHY
WYLIE
LAKE LAVON
NEVADA
JOSEPHINE



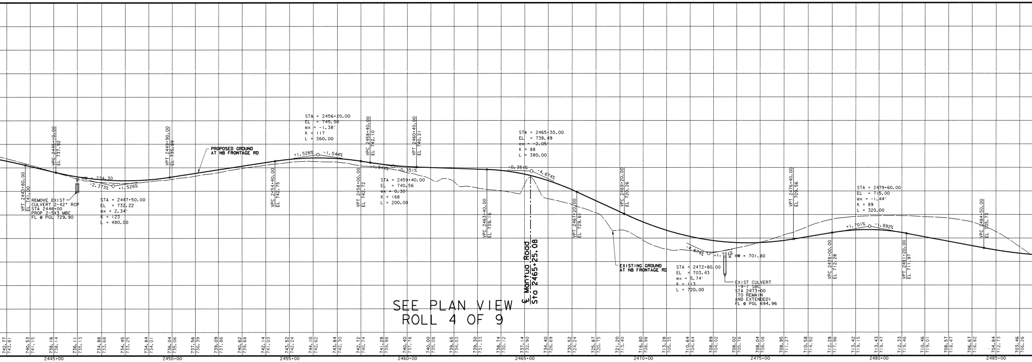



STA = 3416+00.00
EL = 761.65
ex = -2.37'
K = 84
L = 400.00
STA = 3409+00.00
EL = 750.09
ex = -0.09'
K = 308
L = 150.00
+1.652%
-3.085%
+2.139%
+1.652%
VPT 3399+55.00 EL 732.00
VPC 3400+50.00 EL 733.00
VPT 3402+50.00 EL 736.19
VPC 3408+25.00 EL 748.49
VPT 3409+75.00 EL 751.33
VPC 3414+00.00 EL 758.35
VPT 3418+00.00 EL 755.48
VPC 3421+30.00 EL 745.30
VPT 3425+70.00 EL 737.63
253%
+1.050%
HW = 731.60
+1.050%
+2.139%
STA = 3397+00.00
EL = 729.33
ex = 3.38'
K = 96
L = 510.00
REMOVE EXIST
CULVERT 2-42" RCP
STA 3400+50
PROP 1-8X3 SBC
FL @ PGL 726.80
STA = 3401+50.00
EL = 734.05
ex = 0.27'
K = 184
L = 200.00
EXISTING GROUND
AT SB FRONTAGE RD
3.085%
-0.399%
STA = 3423+50.00
EL = 738.51
ex = 1.48'
K = 164
L = 440.00
HW = 729.50
REMOVE EXIST
CULVERT 2-36" RCP
STA 3427+00
PROP 2-3X3 MBC
FL @ PGL 724.90
STA = 3434+00.00
EL = 734.33
ex = -0.03'
K = 1526
L = 200.00
-0.399%
-0.530%
VPC 3433+00.00 EL 734.72
VPT 3435+00.00 EL 733.80
732.71 730.18
731.62 729.69
731.58 729.92
732.47 730.55
733.59 731.24
735.19 732.62
737.26 735.44
739.40 738.37
741.53 741.30
743.67 744.24
745.81 746.59
747.95 748.80
750.00 750.88
751.74 752.47
753.39 754.21
755.04 755.78
756.70 757.12
758.35 757.90
759.41 758.72
759.28 760.02
757.97 757.46
755.48 755.41
752.40 752.74
749.31 750.07
746.22 746.18
743.29 743.12
740.94 739.35
739.19 735.96
738.06 732.89
737.52 730.83
737.12 730.21
736.72 730.25
736.32 731.44
735.92 733.55
735.52 735.26
735.12 735.91
734.72 735.13
734.29 733.43
733.80 731.72
733.27 729.53
3400+00
3405+00
3410+00
3415+00
3420+00
3425+00
3430+00
3435+00

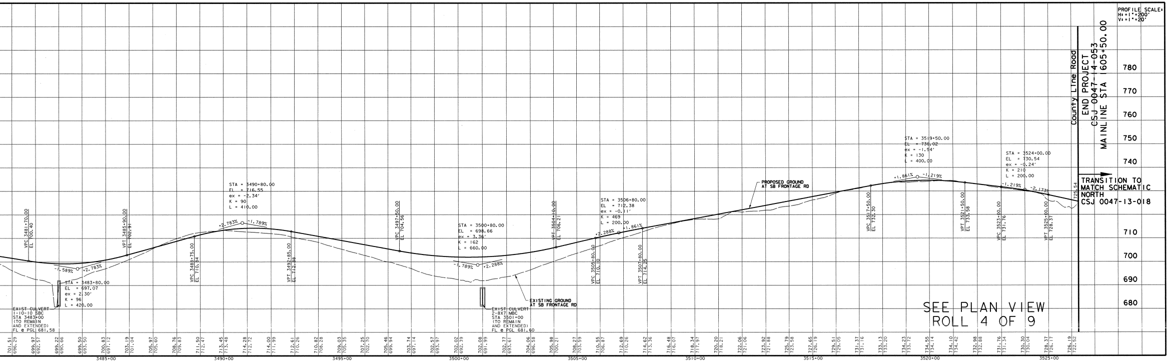

STA = 2422+50.00
EL = 756.89
ex = -2.07'
K = 87
L = 380.00
STA = 2438+30.00
EL = 754.05
ex = -5.99'
K = 253
L = 1,100.00
+1.090%
-3.273%
+1.982%
-2.373%
VPC 2404+50.00 EL 744.94
VPT 2409+50.00 EL 742.72
VPT 2426+25.00 EL 747.89
VPT 2432+75.00 EL 743.05
HW = 741.07
1.970%
+1.090%
REMOVE EXIST
CULVERT 2-42" RCP
STA 2406+60
PROP 1-8X3 SBC
FL @ PGL 736.00
STA = 2407+00.00
EL = 740.00
ex = 1.92'
K = 163
L = 500.00
EXISTING GROUND
AT NB FRONTAGE RD
VPC 2420+60.00 EL 754.82
VPT 2424+40.00 EL 750.67
STA = 2429+00.00
EL = 735.62
ex = 4.93'
K = 143
L = 750.00
-3.273%
+1.982%
HW = 739.57
REMOVE EXIST
CULVERT 2-36" RCP
STA 2431+00
PROP 2-3X3 MBC
FL @ PGL 734.90
VPC 2432+80.00 EL 743.15
747.90 746.13
745.92 744.80
744.03 742.61
742.66 740.65
741.92 739.81
741.78 740.73
742.26 741.34
743.27 741.90
744.36 742.16
745.45 743.63
746.54 744.05
747.63 745.92
748.72 747.43
749.81 748.29
750.90 749.58
751.99 751.24
753.08 752.49
754.17 754.31
755.16 754.71
755.22 754.98
754.13 754.12
751.89 751.03
748.71 747.94
745.63 744.59
743.24 742.40
741.54 741.67
740.54 741.46
740.25 740.92
740.66 740.85
741.76 741.63
743.54 743.27
745.24 745.79
746.55 748.11
747.47 749.61
747.98 750.45
748.11 750.86
747.83 750.67
747.16 749.57
746.09 747.81
744.63 746.01
2405+00
2410+00
2415+00
2420+00
2425+00
2430+00
2435+00
2440+00

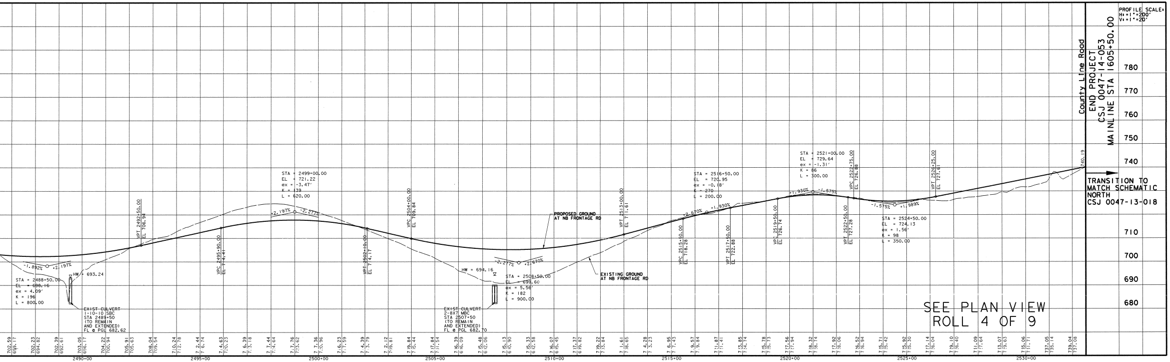

VPC 3437+80.00
EL 732.31
STA = 3439+30.00
EL = 731.52
ex = 0.68'
K = 166
L = 300.00
-0.530%
+1.281%
VPT 3440+80.00
EL 733.44
REMOVE EXIST
CULVERT 2-42" RCP
STA 3439+00
PROP 2-5X3 MBC
FL @ PGL 720.40
PROPOSED GROUND
AT SB FRONTAGE RD
STA = 3448+50.00
EL = 743.30
ex = -0.41'
K = 121
L = 200.00
+1.281%
-0.375%
VPC 3447+50.00
EL 742.02
VPT 3449+50.00
EL 742.92
VPC 3453+60.00
EL 741.39
VPT 3455+40.00
EL 742.23
-0.375%
+1.304%
STA = 3454+50.00
EL = 741.05
ex = 0.38'
K = 107
L = 180.00
VPC 3455+80.00
EL 742.75
STA = 3458+50.00
EL = 746.27
ex = -4.09'
K = 89
L = 540.00
+1.304%
-4.753%
℄ Mantua Road
Sta 3458+71.67
VPC 3461+50.00
EL 732.01
VPT 3463+50.00
EL 723.50
-4.753%
-3.764%
VPT 3461+20.00
EL 733.44
STA = 3462+50.00
EL = 727.26
ex = 0.25'
K = 202
L = 200.00
VPC 3467+00.00
EL 710.32
-3.764%
+1.316%
STA = 3469+50.00
EL = 700.91
ex = 3.17'
K = 98
L = 500.00
EXIST CULVERT
1-9-7 SBC
STA 3469+00
(TO REMAIN
AND EXTENDED)
FL @ PGL 684.55
VPT 3472+00.00
EL 704.20
VPC 3472+50.00
EL 704.86
STA = 3476+00.00
EL = 709.46
ex = -2.54'
K = 241
L = 700.00
+1.316%
-1.589%
EXISTING GROUND
AT SB FRONTAGE RD
VPT 3479+50.00
EL 703.90
SEE PLAN VIEW
ROLL 4 OF 9
732.74 726.87
732.22 725.05
732.11 724.91
732.61 727.22
733.69 729.71
734.98 731.60
736.26 733.37
737.54 734.78
738.82 736.47
740.10 738.19
741.38 740.57
742.56 742.26
743.01 741.75
742.74 740.94
742.36 740.26
741.99 740.40
741.61 740.65
741.31 739.80
741.78 739.99
742.99 741.23
743.51 737.20
742.90 734.68
741.18 739.09
738.33 731.61
734.37 732.49
729.70 727.08
725.44 725.45
721.61 721.46
717.85 717.66
714.08 714.18
710.32 713.12
707.06 707.86
704.82 702.16
703.60 700.22
703.39 700.25
704.20 702.69
705.46 706.02
706.36 709.07
706.85 710.68
706.92 710.49
706.57 708.33
705.82 706.51
704.64 704.51
703.10 702.31
3440+00
3445+00
3450+00
3455+00
3460+00
3465+00
3470+00
3475+00
3480+00

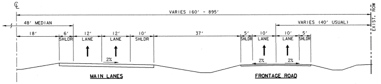
PROPOSED SOUTHBOUND FRONTAGE ROAD PGL


VPT 2443+80.00
EL 741.30
VPC 2446+10.00
EL 737.92
HW = 734.30
-2.373%
+1.526%
REMOVE EXIST
CULVERT 2-42" RCP
STA 2446+00
PROP 2-5X3 MBC
FL @ PGL 729.90
STA = 2447+50.00
EL = 732.22
ex = 2.34'
K = 123
L = 480.00
VPT 2449+90.00
EL 735.89
PROPOSED GROUND
AT NB FRONTAGE RD
VPC 2454+40.00
EL 742.75
STA = 2456+20.00
EL = 745.50
ex = -1.38'
K = 117
L = 360.00
+1.526%
-1.544%
VPT 2458+00.00
EL 742.72
VPC 2458+40.00
EL 742.10
-1.544%
-0.351%
STA = 2459+40.00
EL = 740.56
ex = 0.30'
K = 168
L = 200.00
VPT 2460+40.00
EL 740.21
VPC 2463+40.00
EL 739.16
STA = 2465+30.00
EL = 738.49
ex = -2.05'
K = 88
L = 380.00
-0.351%
-4.674%
℄ Mantua Road
Sta 2465+25.08
VPT 2467+20.00
EL 729.61
VPC 2469+20.00
EL 720.26
EXISTING GROUND
AT NB FRONTAGE RD
-4.674%
+1.701%
HW = 701.80
STA = 2472+80.00
EL = 703.43
ex = 5.74'
K = 113
L = 720.00
EXIST CULVERT
1-9-7 SBC
STA 2473+00
(TO REMAIN
AND EXTENDED)
FL @ PGL 694.96
VPT 2476+40.00
EL 709.56
VPC 2478+00.00
EL 712.28
STA = 2479+60.00
EL = 715.00
ex = -1.44'
K = 89
L = 320.00
+1.701%
-1.892%
VPT 2481+20.00
EL 711.97
VPC 2484+50.00
EL 705.73
SEE PLAN VIEW
ROLL 4 OF 9
742.77 743.81
740.53 741.15
738.16 738.14
736.11 735.13
734.88 733.68
734.45 733.25
734.84 734.01
736.04 735.06
737.56 736.39
739.09 737.86
740.62 739.68
742.14 741.03
743.52 742.24
744.10 742.62
743.84 742.30
742.72 740.14
741.28 739.98
740.40 737.78
740.00 735.08
739.65 734.03
739.30 731.33
738.74 730.12
737.14 732.90
734.40 726.69
730.52 724.24
725.87 720.75
721.20 713.40
716.80 708.98
713.28 705.35
710.64 704.64
708.89 704.02
708.02 705.76
708.04 708.08
708.95 711.27
710.58 714.92
712.28 717.96
713.42 719.15
713.43 719.47
712.33 719.46
710.46 719.01
708.57 718.47
706.67 716.82
704.84 712.73
703.46 706.26
2445+00
2450+00
2455+00
2460+00
2465+00
2470+00
2475+00
2480+00
2485+00

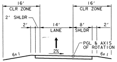
PROPOSED NORTHBOUND FRONTAGE ROAD PGL


PROFILE SCALE:
H: = 1" = 200'
V: = 1" = 20'
County Line Road
END PROJECT
CSJ 0047-14-053
MAINLINE STA 1605+50.00
TRANSITION TO MATCH SCHEMATIC NORTH
CSJ 0047-13-018
780
770
760
750
740
710
700
690
680
SEE PLAN VIEW
ROLL 4 OF 9
VPC 3481+70.00
EL 700.40
STA = 3483+80.00
EL = 697.07
ex = 2.30'
K = 96
L = 420.00
-1.589%
+2.783%
EXIST CULVERT
1-10-10 SBC
STA 3483+00
(TO REMAIN AND EXTENDED)
FL @ PGL 681.58
VPT 3485+90.00
EL 702.91
VPC 3488+75.00
EL 710.84
STA = 3490+80.00
EL = 716.55
ex = -2.34'
K = 90
L = 410.00
+2.783%
-1.789%
VPT 3492+85.00
EL 712.88
VPC 3497+50.00
EL 704.56
STA = 3500+80.00
EL = 698.66
ex = 3.36'
K = 162
L = 660.00
-1.789%
+2.288%
EXIST CULVERT
2-8X7 MBC
STA 3501+00
(TO REMAIN AND EXTENDED)
FL @ PGL 681.60
EXISTING GROUND AT SB FRONTAGE RD
VPT 3504+10.00
EL 706.21
VPC 3505+80.00
EL 710.10
STA = 3506+80.00
EL = 712.38
ex = -0.11'
K = 469
L = 200.00
+2.288%
+1.861%
VPT 3507+80.00
EL 714.25
PROPOSED GROUND AT SB FRONTAGE RD
VPC 3517+50.00
EL 732.30
STA = 3519+50.00
EL = 736.02
ex = -1.54'
K = 130
L = 400.00
+1.861%
-1.219%
VPT 3521+50.00
EL 733.58
VPC 3523+00.00
EL 731.76
STA = 3524+00.00
EL = 730.54
ex = -0.24'
K = 210
L = 200.00
-1.219%
-2.173%
VPT 3525+00.00
EL 728.37
725.54
3485+00
3490+00
3495+00
3500+00
3505+00
3510+00
3515+00
3520+00
3525+00

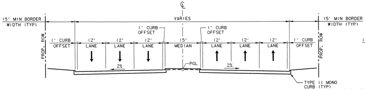

PROFILE SCALE:
H: = 1" = 200'
V: = 1" = 20'
County Line Road
END PROJECT
CSJ 0047-14-053
MAINLINE STA 1605+50.00
TRANSITION TO MATCH SCHEMATIC NORTH
CSJ 0047-13-018
780
770
760
750
740
710
700
690
680
SEE PLAN VIEW
ROLL 4 OF 9
STA = 2488+50.00
EL = 698.16
ex = 4.09'
K = 196
L = 800.00
-1.892%
+2.197%
HW = 693.24
EXIST CULVERT
1-10-10 SBC
STA 2489+50
(TO REMAIN AND EXTENDED)
FL @ PGL 682.62
VPT 2492+50.00
EL 706.94
VPC 2495+90.00
EL 714.41
STA = 2499+00.00
EL = 721.22
ex = -3.47'
K = 139
L = 620.00
+2.197%
-2.277%
VPT 2502+10.00
EL 714.17
VPC 2504+00.00
EL 709.84
HW = 694.16
EXIST CULVERT
2-8X7 MBC
STA 2507+50
(TO REMAIN AND EXTENDED)
FL @ PGL 682.70
STA = 2508+50.00
EL = 699.60
ex = 5.56'
K = 182
L = 900.00
-2.277%
+2.670%
PROPOSED GROUND AT NB FRONTAGE RD
EXISTING GROUND AT NB FRONTAGE RD
VPT 2513+00.00
EL 711.61
VPC 2515+50.00
EL 718.28
STA = 2516+50.00
EL = 720.95
ex = -0.18'
K = 270
L = 200.00
+2.670%
+1.930%
VPT 2517+50.00
EL 722.88
VPC 2519+50.00
EL 726.74
STA = 2521+00.00
EL = 729.64
ex = -1.31'
K = 86
L = 300.00
+1.930%
-1.575%
VPT 2522+50.00
EL 727.28
VPC 2522+75.00
EL 726.88
STA = 2524+50.00
EL = 724.13
ex = 1.56'
K = 98
L = 350.00
-1.575%
+1.989%
VPT 2526+25.00
EL 727.61
740.19
2490+00
2495+00
2500+00
2505+00
2510+00
2515+00
2520+00
2525+00
2530+00


VARIES 160' - 895'
48' MEDIAN
VARIES (40' USUAL)
18'
6' SHLDR
12' LANE
12' LANE
10' SHLDR
37'
5' SHLDR
10' LANE
10' LANE
5' SHLDR
2%
EXIST. ROW
MAIN LANES
FRONTAGE ROAD

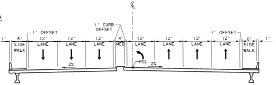
EXISTING US 75 TYPICAL HALF SECTION


16' CLR ZONE
2' SHLDR
2'
14' LANE
16' CLR ZONE
8' SHLDR
2'
2%
PGL & AXIS OF ROTATION
6:1

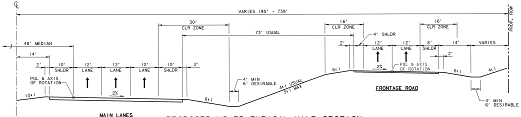
PROP RAMP TYPICAL SECTION


15' MIN BORDER WIDTH (TYP)
VARIES
1' CURB OFFSET
12' LANE
15' MEDIAN
PROP. ROW
PGL
2%
TYPE II MONO CURB (TYP)

PROPOSED CROSS STREET TYPICAL SECTION

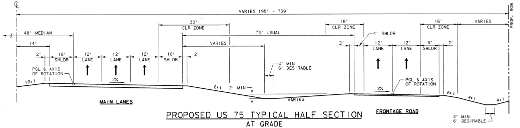

1'
6' SIDE WALK
1' OFFSET
12' LANE
1' CURB OFFSET
4' MED
PGL
2%

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION


VARIES 195' - 739'
30' CLR ZONE
73' USUAL
16' CLR ZONE
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
4' SHLDR
8' SHLDR
14'
VARIES
PGL & AXIS OF ROTATION
10:1
6:1
4:1 USUAL
3:1 MAX
4' MIN 6' DESIRABLE
2%
PROP. ROW
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION

FRONTAGE ROAD HIGHER THAN MAINLANES

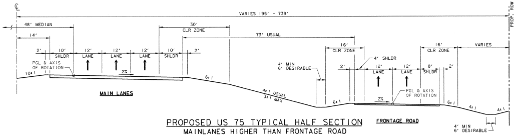

VARIES 195' - 739'
30' CLR ZONE
73' USUAL
VARIES
16' CLR ZONE
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
4' SHLDR
8' SHLDR
PGL & AXIS OF ROTATION
10:1
6:1
2' MIN
4' MIN 6' DESIRABLE
4:1
2%
PROP. ROW
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION

AT GRADE

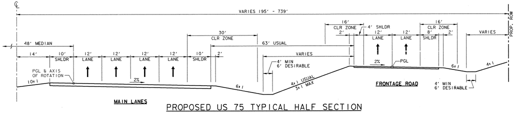
**NOTE**

EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THE DRIVEWAY WILL BE A SAFETY ISSUE AND/ OR VIOLATES THE CURRENT CONTROLLED ACCESS REQUIREMENTS.


VARIES 195' - 739'
30' CLR ZONE
73' USUAL
16' CLR ZONE
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
4' SHLDR
8' SHLDR
VARIES
PGL & AXIS OF ROTATION
10:1
6:1
4:1 USUAL
3:1 MAX
4' MIN 6' DESIRABLE
2%
PROP. ROW
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION

MAINLANES HIGHER THAN FRONTAGE ROAD


VARIES 195' - 739'
30' CLR ZONE
63' USUAL
VARIES
16' CLR ZONE
48' MEDIAN
14'
10' SHLDR
12' LANE
4' SHLDR
8' SHLDR
2'
PGL & AXIS OF ROTATION
PGL
10:1
6:1
4:1 USUAL
3:1 MAX
4' MIN 6' DESIRABLE
2%
PROP. ROW
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION

WITH AUXILIARY LANE

*Texas Department of Transportation*

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

COLLIN COUNTY

# DESIGN SCHEMATIC

# US 75
# FROM TELEPHONE ROAD (CR 275) TO COUNTY LINE ROAD (CR 375) GRAYSON COUNTY LINE
## PROJECT LENGTH = 10.29 MILES

CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

DESIGN SPEED: 70 MPH MAIN LANES
50 MPH RAMPS
50 MPH FRONTAGE ROADS
45 MPH SH 121
30 MPH COLLECTOR ROADS

FUNCTIONAL CLASS: RURAL FREEWAY
ROLL 9 OF 9

SCALE 1"=200'H, 1"=20'V

APRIL 2008

HUITT-ZOLLARS
Huitt-Zollars, Inc. Dallas
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

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DAVID ALAN NUFER
68818
4-29-08

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